

BUOY NO. 8 BLOWN UP

Fort Stevens and Its Marksmen Do Queer Business.

INSPECTION DAY AT ASTORIA

Big British Liners Active—Two Pass Out, Two Due in—Telegraph Comes on Thursday—Capt. Archie Pease in Port—Busy Day on Local Piers.

During the absence of Captain Charles T. Bailey, of the bar-tug Tatoosh, in Portland yesterday, Capt. M. D. Staples of the bar pilot service was in command of that steamer, and on her first trip to the bar, had on board as his guest Capt. Archie Pease, the well known Columbia river pilot and member of the Port of Portland Commission, who is down here on lookout for the Portland & Asiatic Steamship Company's big liner, the Nicomedia, due at the bar at any hour.

On the return trip the Tatoosh was slipping swiftly by Sand Island upon which is fixed the regulation great-gun practice target used by Fort Stevens for that important drill, and as this was going on yesterday while the bar-tug was en route, those on board were sharply interested in the play of the shot sent over the steamer, athwart her bows and across her wake and the nearer these hurtling emissaries of the military gun-play came to the Tatoosh, the deeper their interest became, until it found culmination in the last shot fired, which, it did not, of necessity, endanger the steamer it did "raise Cain," so to speak, with one of the government marks she steers by every day in the year, namely, No. 8 buoy doing duty in the government channel between this port and the deep blue sea.

The shot smashed in under the big iron can, on the side nearest the fort, and breaking the huge cable that connects it with the anchor below, threw

it into the air for at least sixty feet, as nearly as could be judged by those on board the Tatoosh. It fell back into the bay, and started for sea on the ebb, but like a good government buoy, as it was, it clung to the channel until it disappeared in the vast embrace of the Pacific; and the Tatoosh and her people sped Astoria-ward under full-speed bells, lest she, too, should go up in the air, or contrarywise, on the next fool shot.

Captain Pease will await the Nicomedia and take her to Portland as soon as possible after her arrival.

Got Away at Last.

The British steamship Oceano, Captain Davies, left out for Japan on the afternoon tide yesterday. After leaving Portland it was discovered that she had been deserted by several of her hands as well as by her third engineer; and as it was essential that she have an officer of that quality and station, Captain Davies telegraphed his Portland consignees, who quickly found, and forwarded by yesterday morning's train, a young man from Seattle and he was put on board the Oceano, via the launch Pilot and Captain Jim Keating, immediately upon his arrival here. "And she sailed gaily away."

General Inspection.

Inspection and fire drill were the orders of the day, yesterday, while U. S. Inspectors of Hulls and Boilers Fuller and Edwards were in the city, the steamers Lottie R. Miler, Electro, Shamrock, Melville, Jordan, Cruiser and several others, undergoing the oricals and all passing satisfactorily.

Job Was Too Heavy.

The Callender tug Melville with a huge barge and a crew of the Manzanita's men, made an attempt yesterday, to pick up the big mushroom anchor and cable lately employed in bringing the lightship both ways across San Island. The nor'easter and the choppy sea it engendered, made the effort a futile one. It was found that the 5500 pound anchor had sunk into the shifting sands a depth of fifteen feet and the cable chain had followed it. To extricate this, the chain was hauled aboard over the stern of the barge and made fast to the powerful capstan and then hove in until the barg stern was borne down about

two feet in the hope that the running and swelling sea, by its tremendous up-lift would break the mushroom out from its bed, but even this big force was unavailing and the work was abandoned until a smoother sea will permit the use of other agencies.

Sea-Sick in Port.

The stiff nor'easter of yesterday kicked up a nasty chop-sea in the harbor that told pretty heavily on the tugs and other small steamers moored along the docks in the very teeth of it, and among the lot the dandy little Patrol, of the federal customs service, did her share of bucking and plunging. In fact she was so busy she compelled her fireman to abandon her for the quieter and steadier precincts of the dock office. His shipmates all declare he was sea-sick, but as they were all up in the office themselves, including that sturdy old mariner, First Officer Fred J. Brown, the statement is subject to doubt, unless it be applied to the whole outfit, as it probably should be. But, if he were sea-sick, or if all were, they have the satisfaction of knowing that Captain Edwards, U. S. Inspector of Boilers, himself a veteran of the sea, who, under the same conditions, on the tug Lottie yesterday nearly turned himself inside out with genuine old-fashioned sea-sickness, to the infinite amusement of his "side kick" Captain Fuller.

Notice to Mariners.

(1068) British Columbia—Strait of Georgia—Fraser river entrance—Light-vessel established—Light discontinued—Bell buoy discontinued.—Referring to notice to Mariners No. 31 (1192) of 1905, further notice is given that on October 18, 1905, the bell buoy on the outer edge of the sand heads, at the point where the main channel of the Fraser river reaches deep water in the strait of Georgia will be replaced by a lightship. The vessel is of wood, with two bare masts and no bowsprit. She is painted red, with the words Sand Heads in white on the forward bulwarks. Her bottom is coppered, her upper works are painted light gray.

The light, which will be shown from an anchor lens lantern supported above the footpost head, will be a fixed white light, elevated 56 feet above the water. It should be visible 13 miles from all points of approach.

The fog alarm, consisting of a bell operated by machinery, stands forward of the foremast. It will give 1 stroke every ten seconds.

On the same date the light shown from the lighthouse on the southwestern end of Sturgeon bank, old North Sand heads, mouth of Fraser river, will be permanently discontinued. The fog bell hitherto sounded at this lighthouse has been removed.

Approx. position: Latitude 46 degrees, 06 minutes, 55 seconds N., Longitude 123 degrees, 18 minutes 08 seconds, W.

Will All Come Home.

The Puget Sound papers are all crowing over the fact that vessels of great tonnage and draft, can but partially load at Portland because of insufficient water on the Columbia bar. Their jubilation is natural enough in a commercial sense and they are not to be blamed for it, but they are to be warned on two points, namely: That because these big liners can get to their docks without trouble is not of their providing, nature alone being the arbiter in the matter; and secondly, the crow won't last forever. There'll be 40 feet here some bright day, and then the hill-side cities up there will loosen their hold on Mother Earth, in pure chagrin and slide off into their darned old 100-fathom bays. You see if they don't.

FLOTSAM AND JETSAM

The steamship Auchenblar grain laden for the Orient, arrived down from Portland late Monday evening, and crossed out on the afternoon tide, yesterday. Captain Crang of the Columbia River Pilot Service brought her down.

The steamer Telegraph did not arrive from Portland yesterday as was expected. She will be here on Thursday if she can find the way; at least so her owners informed certain interested parties here, yesterday, by telephone.

"No. 59" lightship still lingers at the Government buoy depot here, awaiting her orders for Portland.

The steamer Alliance is due here from San Francisco tonight or tomorrow morning.

The Harvest Queen, pilot of the O. R. & N. fleet, came down yesterday from Portland, after the French barkentine L'Hermite. She brought the Frenchman up from the lower bay to an anchorage off Tongue Point and will continue the tow on this morning's flood tide.

The steamer Heather of the lighthouse service left up for Portland yesterday afternoon.

The British steamship Croylon is due at the bar, from San Francisco today.

The Nicomedia should hail a bar pilot of his morning. She comes from Japan and will load foodstuffs outward.

The schooner William Olsen, with lumber from Hume's Mills for California delivery, will get away to sea sometime today.

The steamer Undine came down again yesterday afternoon in place of the Lurline, which was expected here on the regular Kam run, but is held up at Portland for further repairs to her pumps. The Undine left up at 7 o'clock, the following people having registered for the passage: Mrs. J. Matheson, Mrs. D. W. Crowley, L. A. Loomis, Mrs. F. G. Todd, W. S. Grimm.

The O. R. & N. steamer Hassalo, which has been lying in the company's "honeyard" at North Portland ever since her wreck a month ago, is being lengthened by ten feet, and will be ready for service soon. The Hassalo has been undergoing repairs that will make her look like a new ship, and the company expects to have in her one of the smartest craft on the river.

The steamer F. A. Kilburn will be down from Portland tomorrow, en route to San Francisco.

Yesterday's Telegram, of Portland says: "The steamer Telegraph is at her berth at the foot of Alder street, here workmen are making additional repairs to the boat. The Telegraph will be painted before she goes on her run, and the time of starting her on the down-river service has been postponed several days."

Rumors are floating about of a report that a new steam line is being projected for the Astoria-Tillamook run, with the name of the steamer Toledo in conspicuous notice, but the rumor could not be verified here yesterday.

The fine of \$100 lately levied against the steamer Sue H. Elmore was paid at the customs house here, yesterday.

TERSE TALES OF THE TOWN

The Clatsop Mill Co's sash and door factory will be completed in about 30 days.

On complaint of Water Bailiff Young, Jacob Baumgartner was arrested yesterday and charged with illegal fishing. He was arraigned before Justice Goodman and his trial set for Wednesday.

Kalle Herman a native of Finland, Alex Peterson, of Sweden, and John Oyan and George J. Johnson, Norwegians declared their intention of becoming citizens of the United States.

Proposals have been asked by the constructing quartermaster, at Vancouver, for the erection of a 150,000 gallon water tank on the reservation at Fort Stevens. The purpose is to increase the water supply and pressure.

Joseph Matthews died at St. Mary's hospital yesterday forenoon after a long illness. He was well known about the lower end of the city, where he was known as "Shorty." No funeral arrangements have yet been made.

No funeral arrangements have yet been made for the late Isaac Belbut, who died Sunday morning of paralysis, at St. Mary's hospital. He was a native of Finland, and 53 years of age. He has a brother living in Idaho, but he has not yet been heard from.

G. B. Hegardt, formerly assistant engineer in charge of the construction of the jetty, and R. V. Jones, formerly agent of the A. & C., in Astoria, are now engaged in the real estate business in Portland, under the name of the Western Oregon Trust Company.

A Halloween social was held in Hawthorn hall last evening by the members of the Lincoln Annuity Union. About 100 people attended. Games and dancing were indulged in, after which refreshments consisting of coffee and pumpkin pie, were served.

The fact that the time for filing petitions has passed, seems to have had a noticeable effect on primary registrations. Saturday, the last day of filing, over 100 took the oath, but yesterday there were only twenty-seven. The total for seven days is 505.

Captain Thomas Doig, who visited his ranch near Vesper a few days ago, reports that a party of surveyors has been in that vicinity for several days in the interests of the Pacific Railway & Navigation Co., the recently formed company which proposes to construct a line from Portland to Astoria via the Neialem valley.

Theodore Kruse, of Portland proprietor of Kruse's Beach Hotel, at Gearhart Park, is planning extensive improvements to his property during the coming summer. Among these will be the building of a new wagon road, from the hotel to the beach, and an addition to the hotel structure.

Sam Dong, the Chinese who reported to the District Attorney, several weeks ago, that his wife had fled, taking with her several thousand dollars of her husband's money, has received a letter from San Francisco, stating that his wife is at a rescue home in the city. Dong will probably make an effort to have his wife arrested for larceny.

A joint opinion signed by Attorneys F. J. Taylor, George Noland and J. F. Hamilton on the police commissioner's ship, as filed with Auditor Anderson yesterday. As announced in The Astorian yesterday, the opinion coincides with that of City Attorney Smith, to the effect that the present members will hold their seats.

Gust Nelson, administrator of the estate of Charles Nelson, filed his final account yesterday and was discharged by the court. The report showed that after paying all debts there remained a balance on hand of \$295.97. The money was ordered equally divided between the three heirs, Sven Peter, Maria Lovina, and Gust Nelson, each receiving \$88.65.

Don't Borrow Trouble.

It is a bad habit to borrow anything, but the worst thing you can possibly borrow, is trouble. When sick, sore, heavy, weary and worn-out by the pains and poisons of dyspepsia, biliousness, Bright's disease, and similar internal disorders, don't sit down and brood over your symptoms, but fly for relief to Electric Bitters. Here you will find sure and permanent relief of all your troubles, and your body will not be burdened by a load of debt disease. At Chas. Rogers' drug store. Price 50c. Guaranteed.



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HOTEL ARRIVALS.

At the Occident.

- O. C. Cavalline, Portland.
- M. Asher, San Francisco.
- E. Tobin, Portland.
- Miss Kelly, Portland.
- T. K. Stevens, Portland.
- Mrs. T. Hansen and children, Grays River.
- R. H. Sale, Grays River.
- R. A. Hawkins, Ilwaco.
- Chas. Keery, Portland.
- F. E. Ramsey, Portland.
- E. V. Homeyer, Seattle.
- S. S. Stiles, San Francisco.
- R. F. Porter, St. Louis.

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Pears' is quickly rinsed off, leaves the pores open and the skin soft and cool.

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AN OLD AND A TRUE SAYING INTENDED FOR HUMAN NATURE, BUT JUST AS APPLICABLE TO MERCHANDISE

A STORE THAT HAS DONE BUSINESS AT THE SAME OLD STAND FOR A NUMBER OF YEARS, NATURALLY ACCUMULATES A GREAT DEAL OF OLD AND OUT OF DATE GOODS, WHICH THEY ARE ANXIOUS TO GET RID OF.

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Special This Week

Reductions in Raincoats

Ladies' Cravenette Coats in Tan and Oxford

\$20.00 to \$18.00
\$18.00 to \$16.00
\$16.00 to \$14.00

Special for this Week Ladies' Suits

\$35.00 to \$28.50
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We have a grand line of Ladies' suits from \$10.00 to \$35.00 in all the newest styles.

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All Colors at \$3.50

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Reductions in all street hats.

